

ESTABLISHED 1881.

Sole Agents for the
**UNITED ASBESTOS COM-
PANY, LTD. LONDON.**
DODWELL, CARROLL & Co.
General Agents.

THIRTY DOLLARS
PER ANNUM.

Intimations.

1912

ROYAL HONGKONG YACHT CLUB.

RACES FOR COMMODORE'S CUP.

The races in the second series sailed on the 3rd instant were re-sailed on Saturday last, the committee having decided that the commodore had no power to shorten the course on the 3rd instant.

The course was Channel Rocks and North Fairway Buoy, starboard. The A class started at 2.15 and the B class at 2.30. There was a perfectly true east breeze of almost whole sail strength, and as nearly steady in strength as it seems possible for a wind in Hongkong harbour to be. In the A class *Chanticleer* once more showed what a good boat she is. She fairly outdistanced the fleet on the beat to the Channel Rocks, but the *Erica* caught and passed her on the run and would probably have finished in front of her had her helmman not been obliged to sail for a fluke, seeing that the *Chanticleer* was receiving a minute over the counter from *Erica*. The *Bonito*, like her prototype, the *Speedwell*—a most successful boat in the Solent—apparently requires a reefing breeze and a jump of a sea and we wish heartily she may soon get it, for the fluky variable air experienced this season to date have been most trying to helmsmen and crews.

In the B class the *Dart* was deprived of victory by the *She* with her long handicap of 8 minutes. *Payne* and *Ladybird* have both increased their draught. The change seems to have improved the former, the latter was not going so well, but possibly the strength of wind did not suit.

We hear that a protest has been lodged in each class. The protest committee will require some remuneration if they are to continue to be so hard worked.

The times of rounding the Channel Rocks and of finishing were as follows:—

A CLASS.	Channel Rocks.	Finish.	
<i>Chanticleer</i>	3 35 7	4 9 26	1st
<i>Erica</i>	3 33 30	4 9 29	2nd
<i>Bonito</i>	3 56 9	4 15 10	
<i>Settle</i>	3 56 15	4 15 30	
<i>Sybil</i>	3 57 3	4 12 24	
<i>Maid Marian</i>	3 58 10	4 16 00	
<i>Meteor</i>	3 58 45	4 18 00	
B CLASS.	Channel Rocks.	Finish.	
<i>Princess</i>	3 9 5	4 28 15	
<i>Dart</i>	3 9 35	4 25 48	
<i>Payne</i>	3 10 00	4 26 30	3rd
<i>Ladybird</i>	3 10 25	4 27 20	
<i>She</i>	3 10 55	4 32 22	1st
<i>Doris</i>	3 11 35	4 31 25	

THE STRAITS SETTLEMENTS.

(From Straits Papers.)

A new organ is required for the Anglican Church at Penang. The cost is set at \$8,000.

The demand for houses at Kampar, Perak, is so great that people who cannot afford high rents are obliged to camp out in the open.

THE SERVING STAFF is so reduced in Kinta at present that it is with difficulty the authorities can keep the town presentably clean.

THE *Pining Gazette* contradicts the rumour that plague has appeared there. The public health in that town has, on the contrary, lately shown decided improvement. In short, Penang has never been more healthy than at present.

A NEW DUTY. The Perak Government will levy shortly an export duty on *bakau* or mangrove fire-wood, amounting to one dollar a picul. It is asserted that the duty will work for a long time and enterprises in the Settlements which depend upon fire-wood.

MEDICAL OFFICERS' PENSIONS. It is officially notified that, in Negri Sembilan, all duly qualified medical officers serving the State in the medical department will be eligible for pensions under the pension law in force for the time being. They are not entitled to any addition for professional qualifications.

A MAN-EATING CROCODILE. A crocodile 12 feet and 10 inches long, was caught by some Malays at Kuala Selangor, on the 7th inst. A few days ago, this reptile carried away a Chinaman. When it was ripped open, the bones of the legs, feet, and a hand were found, besides some hair of a former victim.

SCENE IN COURT. Great excitement in court followed the acquittal of a Tamil, tried at the Penang Assizes recently on a charge of murdering his wife in Kedah. The court was packed with Tamils who thronged upon the juryman and sought to put garlands of flowers round their necks. The trial lasted nearly six days.

AN AWFUL TRIAL. On the 7th inst., before the Judicial Commissioner's Court at Kuala Lumpur, a Malay was sentenced to death for the murder of his divorced wife. He killed the latter because she had bothered him to take her back. The murderer was sent to his death on the evidence of his own mother and brother. Now, and again, when giving her evidence, the mother cast looks of agonized affection on her son in the dock.

MARRIAGE. The *Malay Mail* discusses the question at what age and on what income is a man in Selangor justified in marrying. Its own opinion is that men in the Service on the fixed establishment may safely embark on matrimony when in receipt of a permanent salary of \$250 a month, which, with compensation, means about \$300 a month in hard cash. This means marrying at the age of thirty years. Undoubtedly, says that journal, from a Government point of view it is to the advantage of the State that its officers should not marry, for the fact is that most men work much harder before marriage than after.

NEGRI SEMBILAN FINANCES. The revenue of Negri Sembilan, next year, is estimated at \$723,770. The expenditure is set at \$805,083. Of this amount, over \$100,000 are for special outlay on roads. The State owes \$55,000 to the Colony and \$210,000 to the Penang Government. The State also owes \$30,000 to the Penang Savings Bank. Railway construction comes under a separate account to the amount of \$385,000 on 93 miles of rail from Seremban to Batang Labu. The expense will be met out of the Federal Loan.

A NEW CLUB. Through the energy of the German community at Singapore the present Teutonia Club on Scotts' Road is about to be replaced by a handsome new structure, for which it is understood that some \$16,000 have already been raised. Messrs. Swan and Maclaren and Mr. Lennit are sending in the competitive designs. During the time that must elapse during the reconstruction of the Club the committee and members of the Tanglin Club are placing their premises at the disposal of the Teutonia Club. The result of this very proper arrangement will be that the members of the two Clubs will have more frequent opportunities of pleasant social meeting, and co-operation in mutual entertainments.

BRITISH POLICY IN CHINA.

SPEECH BY MR. CHAMBERLAIN.

The Right Hon. Joseph Chamberlain, M.P., was the chief guest at a banquet on 16th Nov. at the Manchester Conservative Club. Replying to the toast of his health, he said:—

In the East we have occupied Burma, have established and extended our protectorate over the Malay States, and, as you know, both those countries and extremely prosperous already. The trade of the Malay Peninsula and its revenues are going up by leaps and bounds, and there is every prospect that with the railways, for the construction of which I have already given authority on a large scale—(cheers)—this trade may be greatly increased.

(Hear, hear.) Do you think either the Government of this country or its traders have been backward in development? And in the occupation of tropical and other hitherto misgoverned territories, I say we have pegged out a fair number of claims for posterity. Now we have to see that nobody rushes them. (Cheers.)

But you will observe, no doubt, that I have spoken of China. Most of the criticism, which has been passed upon the policy of the Government has had reference to what we have done, and still more to what we have left undone, in the case of China. Now, I do not wish for a moment to be thought to complain of this criticism. It has taught us what our countrymen desire. But take even China. Have we done so badly up to the present time? We are only in the opening chapter of what may prove to be a very exciting romance. (Laughter.) But, up to the present time, do not you think the tale has proceeded satisfactorily?

Yes, I think so. (Hear, hear.) Whether we look to territorial acquisition, or whether we look to commercial advantages, I really think we have not done badly. (Hear, hear.) And if you want to know, do not take my word for it, but go to those great commercial and financial houses who have their seat of operation in China, and ask them what they think. (Hear, hear.) I believe they will say that upon the whole they are pretty well satisfied. Being British traders you could not expect more from them than that. (Laughter and cheers.) Then it is said that the policy of the Government has been a vacillating policy, we have not known our own minds. I assure you that exactly what we have done. We have not always told our minds, I admit—(laughter)—but you must not suppose on that account either that we have no minds or that we do not know what is in them. I think myself we have stated, at all events, in general terms, the objects at which we are aiming, and I will endeavour to repeat them in as plain terms as I can use, and I hope you will agree that there is no obscurity in my language. In the first place there is one thing we did not want to do—we did not want, and did not think it was our interest, to do anything that would hasten the dissolution of China. (Hear, hear.) As far as we were concerned we were satisfied with the *status quo*. I do not mean that we did not wish reforms in that Empire; did not desire to see greater facilities given to the trade of all the world. But we were not prepared to hasten these objects at the probable cost of anarchy in China; and, on the other hand, we did not think it was to the interest of this country to give anything like a guarantee of the integrity and independence of an Empire which appeared to be decaying. Well, again we had no desire to see the Empire divided into small fragments—for acquisitions, except such small acquisitions as seemed to us to be necessary in order to secure and guarantee our own position. Beyond that we had no desire, have no desire, to increase our responsibilities. The third point of our policy is this, that holding these views as regards ourselves, we did not think it was necessary for us to impede the ambitions of other Powers. Whether we approve or not, whether we think they would be good for them or not is another matter. Still, providing they did not interfere with certain great principles which we desire to see established, we did not think it was our business to appear as the champions of China, to defend her against the attacks that might be made upon her. The principle for which we did contend was that no acquisition of territory by any foreign Power should alter the existing state of things in this respect. The markets of China should be opened to fair and even competition to all, through the open door. That was our policy. Again—please to judge it by results—that was our policy. We have had a great deal to do to effect that policy has been abandoned by the Government, and that it has been unsuccessful. Up to the present time, at any rate, it has not been successful. There is no door in China for trade which was open before these events which is closed now. (Hear, hear.) No port where trade passed, or is likely to pass, has been closed, and, under these circumstances, we may claim so far, at any rate, that our policy has been carried out.

THE PRINCIPLE OF THE "OPEN DOOR." It is true that there have been disputes about concessions, and it seems to me that there has been in the public mind some confusion between concessions and the open door. No, they stand on a very different footing. The man who goes to China to offer cotton goods or hardware is in a very different position to the man who goes to offer to finance a railway. To begin with the railway—especially if only to be financed on the condition that there should be a mortgage upon some territory—may be of political value, and involve political interests which take it altogether out of the category of ordinary trade, and therefore, the political question of the open door must receive some consideration. I should say that in theory under the open door it is perfectly open to any man to go to China to-morrow and ask for a concession of anything. It is perfectly open for the Chinese Government to refuse that concession. That is the theory we all know, but in practice the question whether he gets the concession or not largely depends on the diplomatic pressure at his back. No doubt all the Powers have been exercising diplomatic influence, and they have all got concessions, and I should like to have the Englishmen in the room who have obtained those concessions, and asked them whether they would exchange them. I do not suppose anyone would be unreasonable enough to say we have any right to claim a monopoly of these concessions. (Hear, hear.) I think, then, if you have followed me so far, you will see that we have some reason to say that so far as we have gone in China we have no reason to complain. We have done very fairly, and the influence of our Government has been exercised for the advantage of the people who have obtained concessions. It seems to me we have not, up to the present time, had to complain of the closing of any market which previously was open. (Hear, hear.) But I think you will find the criticism of which I have spoken, when you come to look into it, applies rather more to the future than to the present or the past, and what our friends fear is that, although no market has hitherto been closed to us, that some of these doors will be closed, or may be closed, in the future. Well, I say at once I am not without anxiety on that point, and it is a most important question for consideration. How are we to secure the open door which we possess at present? How are we to be certain nobody will try to slam it in our faces? Some of our friends or opponents suggest that we should come to an agreement

with Russia. Well, we have had agreements with Russia. (Laughter and cheers.) I do not myself say that an agreement with Russia is impossible, and I may say if it is possible it is a desirable thing. (Hear, hear.) An agreement is always a desirable thing. It is desirable because it makes clear the objects and the intentions of both parties; but after the experience that we have had we must remember no agreement that we can make—I will not say with Russia, I would almost say with anybody—can be permanently valid unless it is for the interest of both parties to maintain that agreement—(cheers)—or unless one party is strong enough to enforce it. (Hear, hear.) Well, then, I say again that we want a better guarantee than any paper agreement—(hear, hear)—to ensure the policy of the open door. (Cheers.)

How can we find it? We can only find it, in my opinion, in common interest. Other nations besides ourselves should have the same desire to keep the door open, and should be prepared to support a liberal trade policy in China, which we were the first to proclaim. (Cheers.) Are there any such nations? There is Japan. (Cheers.) There is Germany. (Cheers.) There is America. (Loud cheers.) Now with Japan our relations have all along been those of cordial friendship. (Cheers.) Japan is, like ourselves, a great island Power, and within the last few years it has been making preparations which will soon constitute it a force which cannot be neglected in any Eastern combination. (Hear, hear.) It is, it must be, therefore, a great satisfaction to us to know in this matter of the open door the interests of Japan are the same as ours. (Cheers.) With regard to both Germany and the United States, I rejoice that our relations are closer and more cordial than they have been for some time past. (Cheers.)—L. & C. Express.

PEKING NOTES.

Peking, December 7th.

Word was received here to-day from Tungcheo, fifteen miles east, to the effect that Dr. Ingram and Rev. George Wilder of the American Board Mission, while on their way to Ping Kuei-shien, where they have a mission station, were seized by some Chinese soldiers. The gentlemen were on bicycles. Some Chinese residents of Tungcheo reported that they were being taken away with bound hands under a guard of six mounted soldiers. The Minister Consul, to whom the matter was reported, awaits further word before taking action. The local officials, to whom the matter has been referred, are acting energetically, but say they will be helpless to do anything if the soldiers are unwilling to give up the gentlemen. The soldiers, it is supposed, are Tung Huai-shan's men who created so much trouble at the Lu Kou Bridge and made an attack on Mr. Cox and others.

There are now about two hundred foreign marines in Peking, representing seven of the Foreign Powers which have Legations here. I am sorry to say it is reported that some of them have shown lack of discipline, especially in their conduct on the city walls. It was rumoured that in consequence the gates to the wall would hereafter be closed against all foreigners while the marines remained in the city. But as yet no decree has been issued to that effect.

Several times recently decrees have appeared in the Emperor's own name, in one of which he appears to speak unfavourably of his friend Kang Yu wei. They were undoubtedly issued according to the wishes of the Empress Dowager, who desires to make it appear that the Emperor has gone back on his principles.

Apparently the ladies of the Diplomatic Corps have not been able to agree to the conditions imposed by the Empress Dowager, so all talk about their contemplated call on her has ceased.—S. D. Press, Cor.

NOTANDA.

CALENDAR.

Metereological means based on ten years' observations to 1893.

Barometer.....29.818
Thermometer.....80.1
Humidity.....77
Rainfall.....5.8

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer.....30.18 30.08
Thermometer.....71 67
Humidity.....44 63
Rainfall.....— 63

TO-DAY.
Tuesday, 20th December, 1898.
(St. Ignace, Martyr.)

Chinese—5th of 12th moon of 24th year of Kwang-si.
Moon—First Quarter rises 5.50 a.m.
High water—Morning..... 3hr. 30min.
Afternoon..... 3hr. 30min.
Low water—Morning..... 3hr. 20min.
Afternoon..... 3hr. 30min.

ANNIVERSARIES.
1852—Annexation of Pegu.
1858—Final suppression of the Indian Mutiny announced.
1881—Arrival of Prince Albert Victor and George of Wales at Hongkong in the *Barclay*.
1885—Governor Sir G. Bowen left Hongkong.
1893—Two cotton mills destroyed by fire at Osaka; 120 persons burnt to death.

TO-MORROW.
Wednesday, 21st December, 1898.
Chinese—6th of 12th moon of 24th year of Kwang-si.
High water—Morning..... 3hr. 20min.
Afternoon..... 3hr. 20min.
Low water—Morning..... 3hr. 10min.
Afternoon..... 3hr. 20min.

ANNIVERSARIES.
1736—Steam navigation first attempted.
1854—Several hundred armed Taipings arrested in Hongkong.
1872—The Princess Philip and Augustus of Saxe-Coburg visited Hongkong.

SHIPPING AND MAIL NEWS.

MAILED DUE.
Australian (*Memur*) to-morrow.
American (*Belgie*) to-morrow.
Australian (*Yamashiro Maru*) to-morrow.
Indian (*Koh-i-Noor*) 24th inst.
English (*Chusan*) 25th inst.
American (*Copple*) 27th inst.
Canadian (*Empress of China*) 28th inst.
American (*City of Peking*) 12th prox.

THE P. & O. S. N. Co.'s steamer *Malacca* left Singapore for this port at 1 p.m. yesterday the 19th instant.

THE P. M. S. S. Co.'s steamer *Atter* with mails, etc., left Molt for this port yesterday morning the 19th instant.

THE P. & O. Co.'s steamer *Chusan* with the outward English Mails left Singapore for this port at 4 p.m. yesterday the 19th, and is due here at about 1 p.m. on the 25th instant.

THE P. M. S. S. Co.'s steamer *City of Peking* with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 15th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isidoro-Pena..... at Kowloon Dock.
H.I.G.M.S. Kaiser..... " "
Hongkong..... " "
Chongshan..... " "
Bygd..... " "
H.I.G.M.S. Alceste..... " "
H.I.G.M.S. Gefion..... " "
Ask..... " "
H.I.G.M.S. K. Alla..... " "
H.M.S. Pigmy..... " "
Haliphong..... " "
Atienian..... " "
Hainan..... " "
Pakistan..... " Cosmopolitan
Hankow..... " "
Piccola..... " Aberdeen

SWATOW.

Arrivals from Agents.
Dec. 18 *Hongchow*..... Shanghai B. & S.
18 *Chiyeu*..... Hongkong C.M.S.N. Co.
19 *Loosok*..... Hongkong B. & S.
19 *Formosa*..... Hongkong J. M. & Co.
19 *Thales*..... Amoy J. M. & Co.

Departures for Agents.
Dec. 18 *Wenchow*..... Amoy & Shai B. & S.
19 *Hongchow*..... Hongkong B. & S.
19 *Formosa*..... Amoy J. M. & Co.
19 *Thales*..... Hongkong J. M. & Co.
19 *Chiyeu*..... Shai C.M.S.N. Co.
IN PORT—Loosok.

PASSED THE CANAL.

Outward—Nov. 22nd *Judrant*, *Flintshire*; Nov. 23rd *Gladys*, *Malacca*, *Bentley*, *Dorothy*, *Rickmers*; Dec. 2nd *Tanulius*; Dec. 9th *Sikh*, *Socotra*, *Vladimir*; Dec. 13th *Patroclus*, *Norman Isles*.

Homeward—Dec. 13th *Caledonian*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is a combination of two most valuable remedies, in a palatable and easily digested form having great healing and strengthening properties, most valuable in Consumption and wasting diseases. Read the following:—“I have found Scott's Emulsion of great benefit in the treatment of phthisical and scrofulous diseases. It is extremely palatable and does not upset the stomach—thus removing the great difficulty experienced in the administration of the plain oil.”—D. B. KESNER, L.R.C.S., Surgeon, St. Vincent's Hospital, Dublin. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—Advt.

Entertainments.

A CONCERT.

WILL BE GIVEN IN THE
ST. GEORGE'S HALL,
ON
THURSDAY, the 22nd December,
at 9.30 P.M.

THE HONGKONG ODD VOLUMES SOCIETY.

PROGRAMME.

1. Song: “An Old Garden”..... Hope Temple.
Mr. F. Percy Harold.

2. Song: “Unless”..... Luigi Caracciolo.
Mrs. Buttanshaw.

3. Recitation: “The Postman's” Harding.
Story..... Cox.

4. Song: “La Serenata”..... F. Paolo Tosti.
Miss Gaspar.

5. Song: “Ritornelle”..... Chaminade.
Mr. C. H. Grace.

PART II.
1. Song: “When the Heart is Young”..... Dudley Buch.
Miss Murray Bain.

2. Song: “I'll sing thee Songs”..... Clay.
Mr. E. L. Hunter.

3. Piano-forte: “Des Abends”..... Schumann.
Solo..... “Grillen”..... Schumann.

4. Song: “Fair is Faint”..... Hatton.
Mr. C. H. Grace.

5. Song: “For the Sake of the Past”..... Tito Mattie.
Miss Gaspar.

There will be a Special Troupe a quarter of an hour after the close of the Performance.

HENRY E. POLLOCK.
Hon. Secretary.
Hongkong, 19th December, 1898. [1490]

THEATRE ROYAL.

CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB.

will produce a Pantomime entitled, “THE YELLOW DWARF” or “HARLEQUIN THE KNAVE OF HEARTS,” and the FAIR PRINCESS.

On the following dates:—
THURSDAY, 5th January, 1899.
SATURDAY, 7th “
MONDAY, 9th “
WEDNESDAY, 11th “
SATURDAY, 14th “

The TICKET OFFICE at the Theatre will be OPENED ON THURSDAY, the 22nd Dec. at 10 A.M. and Seats can be booked from 10 A.M. to 2 P.M. every day; SUNDAYS and GENERAL HOLIDAYS excepted.

E. W. MITCHELL,
Hon. Secretary.
Hongkong, 8th December, 1898. [1440]

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1899. [18]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 26th May, 1899. [50]

Intimations.

VICTORIA REGATTA.

TO-MORROW

(WEDNESDAY), the 21st December.

CAPTAIN BORDLAND having kindly lent the Victoria Recreation Club the British ship *Kensington* as Flagship, the Committee request the pleasure of the Company of the LADIES of Hongkong on Board on the occasion of the ANNUAL REGATTA.

Through the courtesy of the Chief Manager of the DOCK COMPANY, the *Fame* will convey passengers to the Flagship each day, leaving the NEW PEDDERS' WHARF at 12.30 P.M. and 1 P.M. and returning 10 minutes after the last Race.

Admission to the Flagship, \$1 each day. A Portion of the Flagship will be reserved for Ladies and their Friends.

TICKETS of Admission may be obtained from the STEWARD, Victoria Recreation Club, or on board.

By kind permission of Colonel RETALLICK and the Officers, the BAND of the Hongkong Regiment will perform each day.

The Ladies' Prize will be presented by Miss BLAKE, on board the Flagship, on the first day of the Regatta.

W. S. BAILEY,
Acting Hon. Secretary,
VICTORIA RECREATION CLUB,
Hongkong, 20th December, 1898. [1480]

CHRISTMAS AND NEW YEAR HOLIDAYS.

THE Undersigned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on MONDAY and TUESDAY, the 20th and 27th instant, respectively, and on MONDAY, the 2nd January, 1899.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LD.
HONGKONG FIRE INSURANCE CO., LIMITED.

W. J. SAUNDERS,
Acting Secretary,
UNION INSURANCE SOCIETY OF CANTON, LD.

W. H. PERCIVAL,
Agent,
NORTH-CHINA INSURANCE CO., LD.

W. H. RAY,
Secretary,
CHINA TRADERS' INSURANCE CO., LIMITED.

SHEWAN TOMES & Co.,
Agents,
YANGTZE INSURANCE ASSOCIATION, LIMITED.

G. L. TOMLIN,
Acting Secretary,
CHINA FIRE INSURANCE CO., LD.

W. H. T. DAVIS,
Manager,
THE STRAITS INSURANCE CO., LD.
Hongkong, 19th December, 1898. [1491]

THE HONGKONG COTTON SPINNING, WEAVING AND DYING CO., LIMITED.

NOTICE.

NOTICE is hereby given that the FINAL INSTALLMENT of \$30 per SHARE on the shares in above COMPANY becomes due on the THIRTY-FIRST day of December next, and PAYMENT thereof must be made to the BANKERS of the Company, viz. the HONGKONG AND SHANGHAI BANKING CORPORATION on or before that date.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 30th November, 1898. [1396]

THE GREEN ISLAND CEMENT CO., LIMITED.

NOTICE is hereby given that under the powers conferred by the SPECIAL RESOLUTION passed and confirmed on the 5th and 23rd days of June, 1897 the Undersigned General Managers did on the 30th day of November, 1898 make a FINAL CALL of \$5 per SHARE on account of the price of the New Shares issued in pursuance of such RESOLUTION and a FINAL CALL of \$5 on account of the PREMIUM for each such share, and that such CALLS are PAYABLE at the OFFICES of the General Managers, No. 9, PRINCE CENTRAL, VICTORIA, HONGKONG, on the 1st January, 1899.

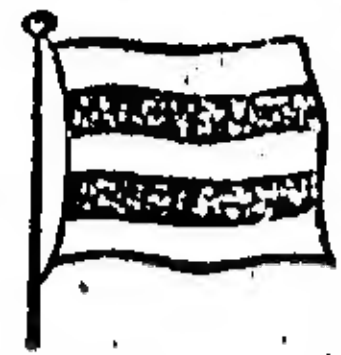
Upon payment of such calls and production of the certificates for the shares in respect of which the same are paid, fully paid up Certificates will be issued in exchange for provisional scripts.

Dated the 1st December, 1898.
SHEWAN, TOMES & Co.,
General Managers.
[1400]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.
SANUKI MARU	MARSEILLES, LONDON, NEW-CASTLE, ANTWERP, VIA SHANGHAI, PENANG, COLOMBO and PORT SAID.	THURSDAY, 22nd Dec. at 4 P.M.
HIROSHIMA MARU	Kobe and YOKOHAMA.	THURSDAY, 22nd Dec. at 4 P.M.
SAGAMI MARU	SHANGHAI, CANTON, HONGKONG, YOKOHAMA, KOBÉ, and YOKO.	FRIDAY, 23rd Dec. at 4 P.M.
YAMASHIRO MARU	HAMA.	FRIDAY, 23rd Dec. at 4 P.M.
MIKI MARU	ROMBAI, VIA SINGAPORE and COLOMBO.	FRIDAY, 27th Dec. at Noon.
RIDEI MARU	SEATTLE, WASH. U.S.A., VIA COAST, YOKOHAMA, HONOLULU, and SAN FRANCISCO.	FRIDAY, 29th Dec. at 4 P.M.
OMI MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE.	FRIDAY, 30th Dec. at 4 P.M.
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 31st Dec. at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 19th December, 1898.

STANDARD OIL COMPANY OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT.

Have in Stock and are now offering for Sale a full line of CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, 3000 Fire Test.

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX.

Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

Dr. KNORR'S ANTIPYRINE.

patented "LION BRAND." In Powder and Crystals, also in Drops of 5 grains, and in Tablets of 3 grains.

FEVER, RHEUMATISM, NEURALGIA, MIGRAINE, and all AFFECTIONS OF THE NERVOUS SYSTEM.

ARGONIN.

(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 percent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA-EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and suppresses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, rough, bronchitis, asthma, and some of the more trying complaints of this kind, it will prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases, for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co., Hongkong, 11th September, 1896.

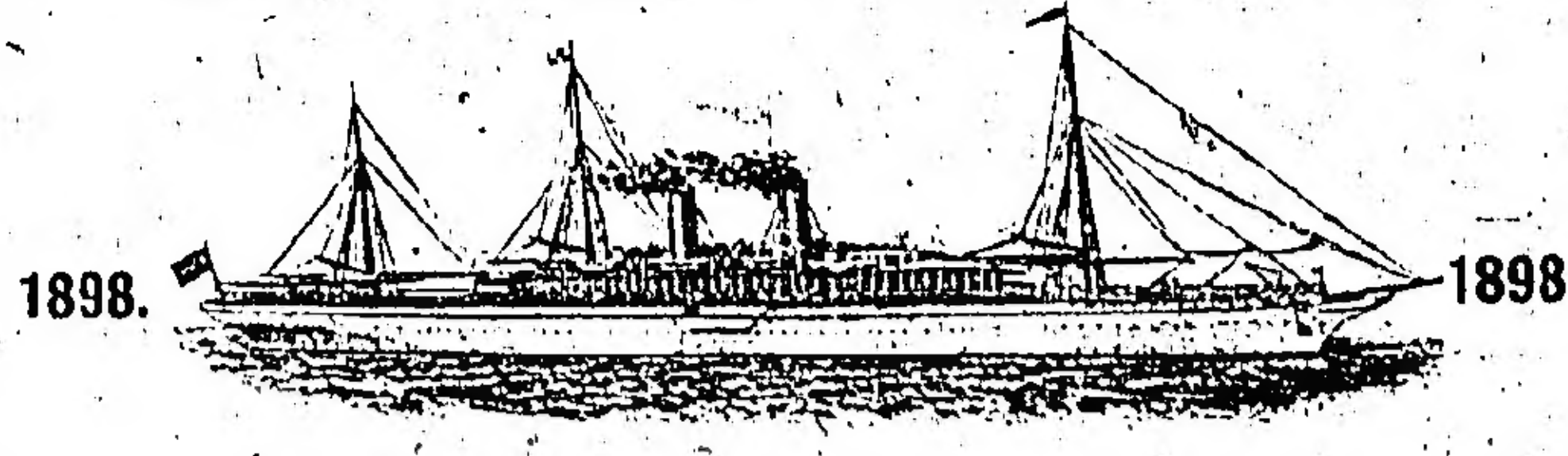
KUHN & KOMOR, JAPANESE FINE ART CURIOS.

21 & 23, QUEEN'S ROAD, HONGKONG, and 35, WATER STREET, YOKOHAMA.

36, DIVISION STREET, KOBÉ, Hongkong, 15th March, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Twin Screw Steamships—6,000 Tons—14,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 21st Dec., 1898.

EMPEROR OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 18th Jan., 1899.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 15th Feb., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING-CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Booklets, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 14th Jan., 1899.

HONGKONG MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Tuesday, 7th Feb., 1899.

NIPPON MARU, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu, Saturday, 4th March, at Noon.

THE Steamship

AMERICA MARU.

will be dispatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 14th January, 1899, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898. [1310]

ANTI CORROSIVES. ANTI FOULINGS.



MANUFACTORY. all sorts of OIL PAINTS and COLOUR-WASH PREPARED IN ALL COLOURS TO SUIT PURCHASERS.

GENERAL AGENCY. BAILLYS ENGINEERING AGENCY, 17, PRAYA CENTRAL, Hongkong, 14th May, 1898. [29]

Mails.

NORTH GERMAN LLOYD.

(Freight Service.) (Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG AMERICA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAMBURG	HAVRE AND HAMBURG	22nd Dec. Freight.
Voss	(LONDON with transhipment in HAMBURG)	December. Freight and Passage.
HEIDELBERG	HAVRE AND HAMBURG	About 31st Dec. Freight and Passage.
Schneider	(LONDON with transhipment in HAMBURG)	About 5th Jan. Freight and Passage.
STIERIA	GENOA AND HAMBURG	About 18th Jan. Freight.
Hildebrandt	(LONDON with transhipment in HAMBURG)	About 18th Jan. Freight.
ARMENIA	HAMBURG AND ANTWERP	About 18th Jan. Freight.
Magin	(LONDON with transhipment in HAMBURG)	About 18th Jan. Freight.

These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents, [981]

Hongkong, 17th December, 1898.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Dec. at Noon.

City of Nagasaki (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 27th Dec. at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 31st Jan. at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb. at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be dispatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 22nd instant at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 16th December, 1898. [1310]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

THE Steamship "CARLISLE CITY" will be dispatched for SAN DIEGO via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on 15th January.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs at San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 8th December, 1898. [1330]

NORDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEED, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prinz Heinrich... [Wednesday] 4th Jan.

Prinzess... [Wednesday] 1st Feb.

ON WEDNESDAY, the 4th day of January, 1899, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Cippers, with MAILED PASSENGERS SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon MONDAY, the 2nd January. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 3rd January, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 3rd January. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 9th November, 1898. [1436]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gauche (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 5th Jan. 1899, at Noon.

Gauche (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 31st Jan. 1899, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 25th Feb. at Noon.

THE Company's Steamship "COPTIC" will be dispatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 5th January, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th December, 1898. [1330]

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